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OF COUNSEL  
WILLIAM S. WATKINS

January 8, 2013

Mr. Robert Warner, Enforcement Officer  
Superfund Enforcement Assessment Section (6SF-TE)  
U.S. EPA, Region 6  
1445 Ross Avenue  
Dallas, Texas 75202-2733

Re: Delta Shipyard Superfund Site, Houma, Terrebonne Parish, Louisiana  
SSID No. 06GC

Dear Mr. Warner:

This firm represents Cenac Towing Co., L.L.C. ("Cenac Towing"). The following is Cenac Towing's response to the November 8, 2012 letter sent to it from Ben Banipal, P.E. referencing the above matter.

1. Please identify the person(s) that answer the below questions on behalf of Cenac Towing Co., L.L.C., a Louisiana limited liability company. Please also include the person(s) contact information (address, phone number, e-mail address).

**Response:**

Andre Broussard  
Post Office Box 2617  
Houma, Louisiana 73061  
(985) 872-2413

Arlen B. Cenac, Jr.  
Post Office Box 2617  
Houma, Louisiana 70361  
(985) 872-2413

Mr. Keith Besson  
Post Office Box 2617  
Houma, Louisiana 70361  
(985) 872-2413

2. Please explain the organizational relationship between the following business entities:

- A. Cenac Towing Co., Inc. (CTCI), a Louisiana business corporation, registered with the Louisiana Secretary of State on January 24, 1956, Charter Number 23303200D. The Louisiana Secretary of State identifies P. O. Box 2617, Houma, Louisiana as this entity's last known mailing address, Arlen B. Cenac, Jr., as this entity's last known registered agent, and Arlen B. Cenac, Jr. as this entity's last officer.
- B. Cenac Towing Co., L.L.C., a Louisiana limited liability company, registered with the Louisiana Secretary of State on June 16, 2008, Louisiana, Charter Number 3677313K. The Louisiana Secretary of State identifies P. O. Box 2617, Houma, Louisiana 70361 as this entity's current mailing address, Arlen B. Cenac, Jr. as this entity's current registered agent, and Arlen B. Cenac, Jr., as this entity's current officer.

**Response:**

Cenac Towing Co., Inc. was formed January 2, 1956. Its principal place of business was Terrebonne Parish, Louisiana, and the shareholders were Ovide J. Cenac, Clark C. Cenac and Arlen B. Cenac. Ovide J. Cenac died, and his judgment of possession was entered in his succession in Terrebonne Parish, Louisiana on September 9, 1969. 50% of his shares of stock were transferred to Clark C. Cenac, Arlen B. Cenac and Ernest Yancey via the judgment of possession. 50% of his stock was retained by his wife, Eugenie H. Cenac. Eugenie H. Cenac subsequently died, and her interest was placed in a trust whereby her children and grandchildren were beneficiaries. On or about May 19, 1983, the Clark Cenac group sold all of its interest in Cenac Towing Co., Inc. to Cenac Towing Co., Inc. Additionally, Arlen B. Cenac was elected to serve as president of the corporation and Arlen B. Cenac, Jr. was elected to serve vice-president of the corporation.<sup>1</sup> During 1985, Arlen B. Cenac, Jr. purchased Arlen B. Cenac's interest.

There was extensive litigation in the Succession of Eugenie H. Cenac, and a compromise agreement was entered into on June 15, 1992, and Arlen B. Cenac, Jr. was the sole shareholder of Cenac Towing Co., Inc. at that time. On July 3, 2008, Cenac Towing Co., Inc. merged with Cenac Towing Co., L.L.C., and the L.L.C. was the surviving company. Arlen B. Cenac, Jr. is presently the sole unit holder of Cenac Towing Co., L.L.C.

From the inception of the company in 1956 through, at the earliest, 1983, the company was run by either Ovide Cenac, Clark Cenac, or Arlen Cenac. Ovide and Clark Cenac are deceased. During 1983, Arlen B. Cenac, Jr. became active in management of the company.

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<sup>1</sup> This is the first time Arlen B. Cenac, Jr. appears as an officer of the corporation. Arlen B. Cenac, Jr. is presently the sole unit holder of Cenac Towing Co., L.L.C. This marks the first of his involvement with management of the company.



3. The Environmental Protection Agency has obtained information that indicates on or about June 23, 2008, CTCI merged out of existence into Cenac Towing Co., L.L.C. As a result of this merger did Cenac Towing Co., L.L.C. assume and/or become responsible for CTCI's environmental liabilities? If your answer to this question is no, please identify the party, if any, that assumed and/or became responsible for CTCI's environmental liabilities.

**Response:**

Yes.

4. Please explain the business relationship, if any, that existed between CTCI and/or one or more of the following business entities:
  - A. Any corporate entity known as Delta Iron Works, Inc. (DIWI) that was related to, or associated with, a business entity that operated a boat and barge cleaning and repair facility at the Site.
  - B. Any corporate entity known as Chromalloy American Corporation (CAC) that was related to, or associated with, a business entity that operated a boat and barge cleaning and repair facility at the Site.
  - C. The partnership known as Delta Services Industries (DSI) that was related to, or associated with a business entity that operated a boat and barge cleaning and repair facility at the Site.

**Response:**

Cenac Towing has researched old records to determine what, if any, business relation existed with DIWI, CAC or DSI. Most of the old business records were destroyed during a flood associated with Hurricane Juan in 1985. The few records that have been found indicate that Cenac Towing contracted with DIWI to construct deck barges for it. Attached hereto is a document entitled Minutes of the Annual Meeting of the Board of Directors, Cenac Towing Co., Inc., dated March 1, 1979 which indicate that two barrel barges were under construction at Delta Shipyard in Houma, Louisiana.

Also attached hereto is a spreadsheet which is a listing of Cenac Towing's fleet in the 1980s. You will notice that several of the barges were constructed by Delta Shipyard.

Cenac Towing has been unable to find any other documents indicating a business relationship with the above entities.

Should you require further information, please do not hesitate to contact me.

DUVAL, FUNDERBURK, SUNDBERY, LOVELL & WATKINS

Sincerely yours,



C. BERWICK DUVAL, II

CBDII/jbl  
Enclosures

CERTIFIED MAIL-RETURN  
RECEIPT REQUESTED

MINUTES OF THE ANNUAL MEETING OF THE  
BOARD OF DIRECTORS  
CENAC TOWING CO., INC.


The annual meeting of the Board of Directors of Cenac Towing Co., Inc. was held on March 1, 1979 at 3:00 P.M. at the Foot of Palm Avenue, Houma, Louisiana, pursuant to written waiver of notice signed by all present Board of Directors, fixing said time and place as follows:


"WAIVER OF NOTICE"  
ANNUAL MEETING OF BOARD OF DIRECTORS  
CENAC TOWING CO., INC.

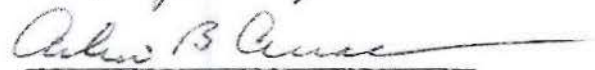
We, the undersigned, being all the Board of Directors of Cenac Towing Co., Inc. organized under the laws of the State of Louisiana, DO HEREBY WAIVER NOTICE of the time and place and purpose of the annual meeting of the said corporation and do fix the 1st day of March, 1979 at 3:00 P.M. as the time and the Foot of Palm Avenue, Louisiana as place of said meeting.

And we do hereby waiver all the requirements of the statutes of Louisiana, as to the notice of this meeting; and do consent to the transactions of such business as may come before said meeting.

"DATED: March 1st, 1979"

  
Clark C. Cenac

  
Ernest J. Yancey

  
Arlen B. Cenac

The above Board of Directors were present in quorum for the transaction of business.

The Chairman, Mr. Clark C. Cenac, stated that the next business before the meeting was election of officers of the Corporation to serve until their respective successors are chosen or qualified.

The following persons were nominated for officers of the Corporation: Mssrs. Clark C. Cenac for the office of President, and Ernest J. Yancey for the office of the Vice-President and Arlen B. Cenac for the office of Secretary-Treasurer. No other nominations being made, the pools were closed and officers were unanimously elected for the offices stated.

The Chairman, Mr. Clark C. Cenac, gave a report to the board regarding the past year of operation. He reported that construction on the tugboat "Casey Cenac" was completed in October, 1978 by Cenac Shipyard Division. Total cost of single screw towboat "Casey Cenac" was \$263,500.00. The other single screw towboat to be named the "Leah Cenac" is expected to be completed by Cenac Shipyard in late April, 1979 at an estimated cost of \$220,000.00.



Mr. Clark C. Cenac also informed the Board that the earliest date Cenac Shipyard would start construction on a 25,000 barrel, coiled, double side oil barge was late August or early September, 1979. The revised cost estimate on construction of the 25,000 barrel barge is now from \$950,000.00 to \$1,000,000.00. Mr. Clark C. Cenac also informed the Board that due to the market change for reduced demand on cargo barges the plans to replace and update our fleet of cargo barges should be temporarily delayed.

The Chairman reported that the cost of construction on the new diesel storage and dock facility at the Cenac Towing Bayou Dularge location was well in excess of the budgeted estimate of \$400,000.00. The facility is expected to open for business late March or early April, 1979 with cost to date running in excess of \$640,000.00. Cenac Towing Co., Inc. is still presently studying the feasibility of building a larger office facility at the Cenac Towing Co., Inc. Bayou Dularge property.

The Chairman reported that as of March 1, 1979 the following equipment was under construction for utilization by our Towing Division.

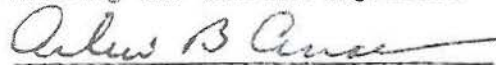
- 1.) Two (2) 60' X 22' X 9' - 900 H.P. tugboats to be named the "Brandon J." and the "Candice L." Tugs are under construction at Main Iron Works' yard in Houma, Louisiana. Cost is expected to be \$740,000.00 for the two tugs.
- 2.) Two (2) 12,500 barrel barges, 192' X 40' X 10'6", under construction at Delta Shipyard's yard in Houma, Louisiana. Cost is expected to be \$40.00 per barrel or \$1,000,000.00. Delivery is expected to be late December, 1979 or early January, 1980.
- 3.) One (1) 85' X 26' X 11' twin screw tug boat to be named the "Boo Cenac". Construction is at Cenac Shipyard Division cost is expected to be \$1,000,000.00.

The Chairman also stated that as of February 28, 1979 Cenac Shipyard had completed construction of one (1) 150' X 34' X 7', 4,800 barrel diesel fuel barge at a cost of \$236,800.000 for Cenac Towing Co., Inc. The barge is registered as CTCO 148.

The Chairman further stated that the Shipyard Division in order to handle upcoming new construction and repair jobs needs to increase its steel inventory by \$700,000.00. Cenac Shipyard Division also has plans to modify its existing yard by adding a security facility to house and maintain steel inventory. This new steel yard facility including a support area for sheet steel is expected to cost approximately \$50,000.00.

A general discussion was held on the outlooks of the business and daily problems involved.

There being no further business before the Board of Directors, on motion duly made, seconded and carried, the meeting was thereon adjourned

  
Arlen B. Cenac  
SECRETARY-TREASURER



Barge Name	Size	Official Number	Hull Numbers	Hull Type	Barrel Capacity	Gr./Nl. Tons	Cargo Tanks	Colled	Discharge Size	Vapor Recovery	Pump Manufacturer	Pump Size	Pump Cap. bbls./hr.	Engine Mfg. & Model	Rated HP / RPM	Auxiliary	Rt. Angle Drive	Drive Ratio	Deck Winch Mfg. & Mod.	Build By	Year Built
CTCo 188-12	Single	CG003657	11	DSSB	12,000	670	8	NO	8"	Vapor	Johnston	14 EC	3,000	GM 6-71	150 1800	None	U.S. GP 152	1:1	Bee Be 65	Baker Barge Line	1968
CTCo 189-12	Single	CG003707	16	DSSB	12,000	712	8	NO	8"	Vapor	Johnston	14 EC	3,000	GM 6-71	150 1800	None	U.S. GP 152	1:1	Bee Be 65	Baker Barge Line	1968
CTCo 240	245x54x12	D590584	4053	DSSB	21,800	1368	8	NO	10"	Vapor	U.S. 9MFL	4 Stage	4,000	Cumm. LT 10	190 1800	None	Johnson HF200	1:1	Bee Be 65	St. Louis Shipyard	1978
CTCo 241	245x54x12	D590585	4054	DSSB	21,800	1368	8	NO	10"	Vapor	U.S. 9MFL	4 Stage	4,000	Cumm. LT 10	190 1800	None	Johnson HF200	1:1	Bee Be 65	St. Louis Shipyard	1978
CTCo 242 B	195x54x12	D518405	1981	DSSB	19,474	1255	8	NO	6"	No	Byron Jackson	4 Stage	4,000	GM 6-71	150 1800	None	Johnson H200	1:1	Nabrico 40	Nashville Bridge	1969
CTCo 243	240x50x10	286664	1495	DSSB	20,000	1171	8	NO	10"	No	Byron Jackson	4 Stage	4,000	GM 6-71	150 1800	None	Johnson H200	1:1	Nabrico 40	Nashville Bridge	1961
CTCo 208	195x52x12	D516366	176	DS	11,850	1324	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Bee Be 40	Houston Marine	1968
CTCo 209	195x52x12	D508911	157	DS	13,032	1180	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Bee Be 40	Houston Marine	1967
CTCo 212	195x35x12	D1074633	2059-1	DS	10,000	687	3	NO	8"	Vapor	Byron Jackson	3 Stage	2,500	Cummins 6C	135 1800	None	Johnson H125	1:1	Nabrico 20	Trinity Shipyard	1999
CTCo 213	195x35x12	D1074634	2059-2	DS	10,000	687	3	NO	8"	Vapor	Byron Jackson	3 Stage	2,500	Cummins 6C	135 1800	None	Johnson H125	1:1	Nabrico 20	Trinity Shipyard	1999
CTCo 214	195x35x12	D1074635	2059-3	DS	10,000	687	3	NO	8"	Vapor	Byron Jackson	3 Stage	2,500	Cummins 6C	135 1800	None	Johnson H125	1:1	Nabrico 20	Trinity Shipyard	1999
CTCo 215	195x35x12	D1074636	2059-4	DS	10,000	687	3	NO	8"	Vapor	Byron Jackson	3 Stage	2,500	Cummins 6C	135 1800	None	Johnson H125	1:1	Nabrico 20	Trinity Shipyard	1999
CTCo 216	195x35x12	D1074637	2059-5	DS	10,000	687	3	NO	8"	Vapor	Byron Jackson	3 Stage	2,500	Cummins 6C	135 1800	None	Johnson H125	1:1	Nabrico 20	Trinity Shipyard	1999
CTCo 217	195x35x12	D1074638	2059-6	DS	10,000	687	3	NO	8"	Vapor	Byron Jackson	3 Stage	2,500	Cummins 6C	135 1800	None	Johnson H125	1:1	Nabrico 20	Trinity Shipyard	1999
CTCo 223	195x35x12	D506320	1846	DS	10,000	835	3	NO	8"	Vapor	Byron Jackson	3 Stage	2,500	GM 4-71	135 1800	Yes	Johnson H125	1:1	Nabrico 20	Jiffboat	1966
CTCo 351 B	147x52 5x13	691817	8006	DS	14,478	845	3	YES	8"	Vapor	Byron Jackson	5 Stage	4,000	GM 8-71	250 1800	Yes				Pittsburgh	1980
CTCo 301	297x54x12	D1022077	4147	DS	28,800	1619	6	STEAM	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1994
CTCo 302	297x54x12	D1022078	4148	DS	28,800	1619	6	STEAM	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1994
CTCo 303	297x54x12	D1022079	4149	DS	28,800	1619	6	STEAM	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1994
CTCo 304	297x54x12	D1022080	4150	DS	28,800	1619	6	STEAM	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1994
CTCo 305	297x54x12	D1022081	4151	DS	28,800	1619	6	STEAM	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1994
CTCo 306	297x54x12	D1022082	4152	DS	28,800	1619	6	STEAM	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1995
CTCo 307	297x54x12	D1022083	4155	DS	28,800	1619	6	HOT	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1995
CTCo 308	297x54x12	D1022084	4156	DS	28,800	1619	6	HOT	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1995
CTCo 309	297x54x12	D1025842	4159	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1995
CTCo 310	297x54x12	D1025843	4160	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1995
CTCo 311	297x54x12	D1025844	4161	DS	28,800	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1995
CTCo 312	297x54x12	D1025845	4162	DS	28,800	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1996
CTCo 313	297x54x12	D1025847	4163	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1995
CTCo 314	297x54x12	D1193071	172	DS	28,500	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. M11-C	235 1800	Yes	Johnson H300DF	5:4	Nabrico 40	West Gulf Marine	2006
CTCo 315	297x54x12	D1164700	149	DS	28,500	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. M11-C	235 1800	Yes	Johnson H300DF	5:4	Nabrico 40	West Gulf Marine	2005
CTCo 316	297x54x12	D1025850	4166	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	Nashville Bridge	1996
CTCo 317	297x54x12	D1164698	147	DS	28,500	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. M11-C	235 1800	Yes	Johnson H300DF	5:4	Nabrico 40	West Gulf Marine	2004
CTCo 318	297x54x12	D1164699	148	DS	28,500	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. M11-C	235 1800	Yes	Johnson H300DF	5:4	Nabrico 40	West Gulf Marine	2004
CTCo 319	297x54x12	D1029674	326	DS	28,800	1681	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1995
CTCo 320	297x54x12	D1029676	327	DS	28,800	1681	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1995
CTCo 321	297x54x12	D1029677	328	DS	28,800	1681	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1995
CTCo 322	297x54x12	D1033119	332	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1995
CTCo 323	297x54x12	D1033120	333	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1995
CTCo 324	297x54x12	D1033121	334	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1996
CTCo 325	297x54x12	D1033122	335	DS	28,800	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1996
CTCo 326	297x54x12	D1033123	336	DS	28,800	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1996
CTCo 327	297x54x12	D1033124	337	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1996
CTCo 328	297x54x12	D1033125	338	DS	28,800	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1996
CTCo 329	297x54x12	D1033126	339	DS	28,800	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1996
CTCo 330	297x54x12	D1033127	340	DS	28,800	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1997
CTCo 331	297x54x12	D1046030	346	DS	23,400	1608	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1997
CTCo 332 B	297x54x12	D1033128	341	DS	28,800	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	McDermott Inc.	1996
CTCo 333	297x54x12	D1082678	105	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	1999
CTCo 334	297x54x12	D1082679	106	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	1999
CTCo 335	297x54x12	D1082680	107	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2000
CTCo 336	297x54x12	D1082681	108	DS	28,400	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2000
CTCo 337	297x54x12	D1082682	109	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2000
CTCo 338	297x54x12	D1082683	110	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2000
CTCo 339	297x54x12	D1082684	111	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2000
CTCo 340	297x54x12	D1022777	112	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT 10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2000
CTCo 341	297x54x12	D1092597	113	DS	28,400	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2000
CTCo 342	297x54x12	D1092598	114	DS	28,400	1619	6	NO	8"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2000
CTCo 343	297x54x12	D1119951	121	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2002
CTCo 344	297x54x12	D1119950	122	DS	28,400	1619	6	NO	10"	Vapor	Byron Jackson	5 Stage	4,000	Cumm. LT10	235 1800	Yes	Johnson HT300	5:4	Nabrico 40	West Gulf Marine	2002
CTCo 345	297x54x12	D11																			



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Mr. Robert Warner, Enforcement Officer  
Superfund Enforcement Assessment Section  
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U.S. EPA, Region 6  
1445 Ross Avenue  
Dallas, Texas 75202-2733

**ROBERT WARNER**

Location:  
**SUPERFUND**

Sender:  
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**01/10/13 11:47**

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